



MIAMI BEACH

NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE MEETING

SUPPLEMENTAL MATERIAL

CITY MANAGER'S LARGE CONFERENCE ROOM, 4TH FLOOR, CITY HALL

JANUARY 28, 2013 3:00PM

Neighborhood/Community Affairs Committee
Commissioner Edward L. Tobin, Chairperson
Commissioner Jerry Libbin, Vice-Chairperson
Commissioner Jorge Exposito, Member
Commissioner Jonah Wolfson, Alternate

SUPPLEMENTAL MATERIAL FOR ITEM #1

Discussion Concerning The Flamingo Park Neighborhood Becoming Florida's Most Pedestrian Friendly Neighborhood.

Commission Item C4D, April 13, 2011

(Requested by Commissioner Góngora)

On the agenda for NCAC July 30, 2012 however not discussed

Fred Beckmann, Public Works Department Director

c: Mayor and Members of the City Commission
Jose Smith, City Attorney
Duncan Ballantyne, Assistant City Manager
Jorge Gomez, Assistant City Manager
Max Sklar, Acting Assistant City Manager
Rafael E. Granado, City Clerk
Stephen Scott, Building Department Director
Hernan Cardeno, Code Compliance Division Commander
Barbara Hawayek, Customer Service Manager
Carla Gomez, Special Projects Administrator



COMMITTEE MEMORANDUM

TO: Neighborhood / Community Affairs Committee

FROM: Kathie G. Brooks, Interim City Manager *for KGB*

DATE: January 28, 2013

SUBJECT: **FLAMINGO PARK BECOMING FLORIDA'S MOST PEDESTRIAN FRIENDLY NEIGHBORHOOD**

The Flamingo Park Neighborhood Association (FPNA) has resolved to make the Flamingo Neighborhood the most pedestrian friendly neighborhood in the State of Florida. The FPNA is advocating for certain changes in the streetscape and is seeking a commission resolution directing the Administration to pursue this goal. Specifically, the FPNA has recommendations that it believes will slow drivers and improve the pedestrian environment and desires that the Commission direct staff to implement them.

BACKGROUND

The FPNA worked with the Highway Safety Research Center associated with the University of North Carolina on a program to create a more livable and walkable community. Through that program, the FPNA determined that it would set a goal to be the most pedestrian friendly neighborhood in Florida.

The FPNA then undertook an effort to convert this goal into actionable items. This effort resulted in the FPNA Pedestrian Initiative that had five general goals that were then broken down into multiple specific recommendations. The five general goals are:

1. Calm and reduce aggressive driving
2. Make crosswalks pedestrian friendly
3. Improve sidewalks
4. Improve street signage
5. Further traffic calming and reducing measures

These goals align with the Flamingo Neighborhood Basis of Design Report (BODR), which recognized the pedestrian nature of the neighborhood. The BODR has a primary objective to improve pedestrian safety and mobility.

As a consequence, many of the specific recommendations are already incorporated into the plans for the Neighborhood Improvement Projects. These include narrowing travel lane widths, adding bulbouts, adding high visibility and textured crosswalks at intersections, planting more landscaping, widening sidewalks, adding pedestrian lighting, planting shade trees, and improving crosswalks to improve walkability. The City has also renewed its agreement with Miami-Dade Transit to continue the South Beach Local, has built new parking structures to increase park and ride opportunities, and is conducting a study to make Espanola Way pedestrian only between Drexel Avenue and Washington Avenue.

The FPNA is also requesting that the Commission direct staff to implement the following:

- Neighborhood speed limit of 25 mph or less
- All-way stop signs at all intersections
- Large welcome signs emphasizing the pedestrian culture
- Pace cars

ANALYSIS

Staff and the FPNA have been working together on multiple Neighborhood Improvement Projects that balance the heavy pedestrian traffic in the neighborhood with the unavoidable need for vehicles.

25 mph Speed Limit

Staff believes that setting a 25 mph speed limit is not an effective way to slow traffic and would contribute to neighborhood sign pollution. The speed limit is only one factor in the regulating the speed of traffic on a street. The geometry of the roadway is more important. Within the Flamingo Neighborhood, the City is narrowing travel lane widths, adding bulbouts and textured crosswalks at intersections, and planting more landscaping along the streets.

Further, the speed limit in the City is 30 mph unless otherwise posted. To enforce a 25 mph speed limit, the signs would need to be posted at least at all of the entries into the neighborhood, which are 32 locations. These signs would likely need to be supplemented with signs inside the neighborhood. If one sign was needed in each direction on each block, over 100 additional signs would be required. Signs would likely also be required at every exit from the neighborhood allowing the resumption of the 30 mph speed limit, which would result in 32 more signs.

Because of the planned improvements that will calm traffic and the number of signs needed to enforce a 25 mph limit, it is recommended that the City wait to see the impacts of the traffic calming that result from the Neighborhood Improvement Projects. If they are effective, there will be no need to install the speed limit signs. Should there still be an issue after completion of the projects, this recommendation can be re-considered.

All-way Stop Signs

At the behest of the Flamingo Park Neighborhood Association, in early 2011, the City requested that Miami Dade County Public Works and Waste Management Department (County) conduct a comprehensive traffic study for the Flamingo Park neighborhood to determine whether traffic calming/traffic safety measures are warranted.

As a result of this effort, the County has installed "All-Way" stop signs at:

- Lenox Avenue and 13 Street
- Lenox Avenue and 14 Street
- Michigan Avenue and 13 Street
- Meridian Avenue and 7 Street
- Meridian Avenue and 9 Street
- Euclid Avenue and 13 Street
- Pennsylvania Avenue and 13 Street
- Michigan Avenue and 6 Street
- Michigan Avenue and 8 Street
- Michigan Avenue and 9 Street
- Jefferson Avenue and 9 Street
- Pennsylvania Avenue and 10 Street

The County is still analyzing the following intersections:

- Jefferson Avenue and 6 Street
- Euclid Avenue and 9 Street

The County's study did not warrant the installation of "All-Way" stops for the following intersections:

- Lenox Avenue and 9 Street
- Lenox Avenue and 12 Street
- Michigan Avenue and 14 Street
- Euclid Avenue and 12 Street
- Euclid Avenue and 14 Street
- Pennsylvania Avenue and 12 Street

Upon the completion of the County warrant studies, the City will meet with the County to discuss whether a threshold has been met wherein it would be safer if all the intersections within the Flamingo Park Neighborhood should have "All-Way" stops or signals. (The Attachment shows all existing and proposed traffic control in the Flamingo Park neighborhood.)

Large Welcome Signs

Other neighborhoods, like Normandy Shores and Oceanfront, requested monument signs through the BODR process. These signs were funded with the general obligation bond money allocated to each neighborhood. The general obligation bond money for the Flamingo Neighborhood is allocated to other streetscape and lighting improvements. However, there are no technical issues associated with installing welcome signs.

Pace Cars

The FPNA is requesting that City vehicles receive bumper stickers designating them as "Pace cars" that are driven at or lower than the speed limit in an effort to slow all traffic. City staff would be expected to drive through the Flamingo Neighborhood at 25 mph or less. At present, there is no design for the bumper stickers. Funding would also need to be identified for ordering bumper stickers for City vehicles.

Staff is of the opinion that there will likely be operational issues associated with Pace cars. There is no effective mechanism to enforce employee compliance with the reduced speed limit. While the Police Department enforces speed limits throughout the City, including the speeds of City vehicles, the Police Department could not effectively enforce the reduced Pace car speeds. To do so, more police patrol presence would be required in the neighborhood, which would defeat the purpose of City vehicles operating as Pace cars.

CONCLUSION

Staff believes that the goal to make the Flamingo Neighborhood the most pedestrian friendly in Florida is complementary to the objectives of the Flamingo BODR and has worked with the FPNA to achieve this goal. As noted, many recommendations of the FPNA are already incorporated into the Neighborhood Improvement projects.

The above information is provided for discussion by members of the N/CAC.

Attachment:

Flamingo Neighborhood Traffic Control Map


JGG//FHB/JJF/RWS/JFD

FLAMINGO/LUMMUS NEIGHBORHOOD INTERSECTION SIGNALIZATION

